



Life Lines

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F.A.A. SAFETY PROGRAM NEWSLETTER FT. LAUDERDALE FLIGHT STANDARDS DISTRICT OFFICE

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www.faa.gov/fsdo/fli

Is that so?

Serving: *Broward, Glades, Hendry, Martin, and Palm Beach Counties*



Question: How did this happen?

Answer: Lack of fuel to the engine!

"...According to witnesses, as the airplane climbed out the engine began to make a "sputtering noise" and then stopped. The airplane then began to make a turn back towards the airport and descended rapidly into the roof of the commercial building."

Fuel exhaustion means your tanks are empty. Fuel starvation is when fuel onboard is not getting to the engine(s). When fuel is mismanaged by the operator (pilot) engine failure occurs more often than not.

Two important points to make here is, you must know your limitations and the aircraft's limitations. If you're not totally familiar with your aircraft's fuel system and you have trouble understanding the aircraft operating manual, seek out a qualified CFI that can help you. And, if that CFI is not very familiar with your aircraft's fuel system, get one that is.

FUEL STARVATION is the number one cause of aircraft accidents! Landing shy of your planned destination to add fuel will cost you additional time and money. Compared to hospital bills, funeral expenses, and family grief, it is minuscule. ➔



The way a CFI applicant may see him or herself



The way an Aviation Safety Inspector or DPE may see him or her

In the same manner as those auditioning for *American Idol*, in their attempt to sing their way to Hollywood, many Certified Flight Instructor (CFI) applicants perform below what is expected, as outlined by the Practical Test Standards (PTS). The big difference is one is really funny, and the other isn't!

Anyone who has ever taken a flight proficiency or competency test knows that examiners do not fail applicants. They either meet the standards established by the applicable PTS for the rating sought or they do not.

Here is a short list, provided by DPEs, of some of the areas within the CFI PTS where most applicants fall below the standards:

1. High altitude operations involving fundamental concepts of pressurized aircraft.
2. Knowledge of PTS differences required between Private, Commercial, and ATP maneuvers.
3. Part 61 CFI requirements, privileges and limitations.
4. Airplane Single Engine (SEL) demonstration of a slip to landing.
5. Understanding and Explanation of symbols on IFR charts.
6. Explanation of aerodynamic principles and how each effect performance.
7. Application of IFR lost communication procedures.
8. Knowledge of VFR Sectional and Terminal chart symbols.

For those who endorse students log books for a particular test, remember, two reputations are at stake.

For those who have 80% of their students pass their test on their first attempt, well, you're entitled to a Gold Seal when you renew your CFI. ➔

Provide feedback to Ft. Lauderdale Executive Airport ATC. Whether it be good or bad, FXE ATC would like to know what you think of their service

and what they can do to improve.
Email: FXEATCT@yahoo.com ➔

Life Lines Q&A



1. "FAASafety.gov" will automatically email upcoming aviation events.

- a. True.
- b. False.
- c. Only if you hold an ATP.
- d. Only for helicopter pilots.

2. When flying in an Alert Area, who is responsible for aircraft separation?

- a. The Pilot in Command.
- b. The nearest ATC Facility.
- c. The FAA Administrator.
- d. AOPA's Legal representative.

3. Aircraft are required to have 24-month "altitude correlation test" regardless of IFR or VFR

- a. True, but only for SEL aircraft.
- b. Only if you operate in Special Use airspace.
- c. Only if in controlled airspace with an operating transponder.
- d. False, IFR only requires a 12-month check.

4. An Alert Area:

- a. Has unusual aerial activity.
- b. Can have a high volume of pilot training.
- c. Requires the pilot to make announcements that he is present and alert.
- d. Both a&b.

5. As of January 20, 2005, aircraft without RVSM equipment installed:

- a. May not operate above FL 290
- b. May not operate above FL 250
- c. May not operate above FL 180.
- e. May not operate within a TCA.

6. Those Airmen not registered with FAASafety.gov

- a. Will not receive notices of upcoming aviation events.
- b. Will not receive Emergency notices regarding aviation activities.
- c. Will not be utilizing a tool paid for by their taxes.
- d. All of the above. ➔

"FSDO FEEDBACK"

Q How do I interpret the rule regarding the cross-country requirements for a Commercial certificate?

A If you fly to an airport 210 NM from departure, then fly on to another airport 100 miles further away, making the second airport 310 NM from the departure point, you have met the requirements. You have now flown beyond the 300 NM required) and the requirement of "one of the airports has to be at least 250 NM from the departure point." In this case, it was the second airport you flew to. Thanks for the question, John. ➔

Maintain currency while expanding your base of knowledge – attend a seminar near you!

April 6th 2005
"Minimizing High Risk"
American Flyers
Pompano Air Park, Pompano Beach, Florida

April 12th – 18th 2005
"Sun n' Fun"
Lakeland, Florida

May 4th 2005
Pilot/Controller Forum
Palm Beach Int'l Airport
a seminar designed to help you and ATC.
561-471-7440

May 10th 2005
CFI Workshop
Ft. Lauderdale Executive Airport (FXE) Authority.
(Great Opportunity to "Fly-in" to all seminars above.

June 21st 2005

Pilot/Controller Forum
Ft. Lauderdale Hollywood Airport
0900 hours

As always, these and *all seminars are free* and good towards your next phase of the "Wings" Proficiency Awards Program. See Faasafety.gov for directions and additional details. ➔

FSDO Funnies



LIFE LINES TO LAUGH BY
Wisdom of Will Rogers

- Good judgment comes from experience, and a lot of that comes from bad judgment.
- Never kick a cow chip on a hot day.
- There's two theories to arguing with a woman. Neither one works.
- There are three kinds of men. The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence for themselves.

➔



Safety on the ground!

- Review airport layouts as part of preflight planning, during cruise, before descent, and while taxiing
- Review Notices to Airmen (NOTAMS) for runway/taxiway closures and construction areas
- Request progressive taxi instructions when unsure of the taxi route [4-3-18](#)
- Turn on aircraft lights while taxiing
- Clear the active runway on rollout as quickly as possible.

- Wait for taxi instructions before further movement
[4-3-20](#) →

Class B Airspace

An excerpt from AOPA's *Airspace for everyone*.



A Mode C transponder is required within 30 nm of the primary Class B airport, up to 10,000' msl. This is called the Mode C veil, which exists even outside the normal boundaries of the Class B airspace proper. Special aeronautical charts, known as terminal area charts, are published specifically for Class B airspace. Exceptions are allowed for aircraft without an electrical system.

A 250-knot speed limit is imposed within the Class B airspace (just like the rest of the country under 10,000' msl), unless you are operating in airspace to an airport underneath the floor of the Class B airspace or within a VFR corridor, in which case the speed limit is 200 knots (VFR corridors to be discussed later). Aerobatics are prohibited in Class B airspace. Ultralight vehicles, unmanned free balloons above 2,000' agl, and parachute jumps are also prohibited within Class B airspace without prior permission from ATC. Certain Class B primary airports are prohibited for student-pilot operations.

Want to know more? You may go to AOPA's web site and see this particular advisory and many other safety advisories.
<http://www.aopa.org/asf/publications/sa02.pdf> →

The closest 'Class B' airspace to Boca Raton, Florida is:

a) Miami b) Palm Beach c) Ft. Lauderdale d) La Belle.

RICHARD ENGLER CFI OF THE YEAR – 2004



Cary Mendelsohn, SPM, presenting CFI of the Year to Richard Engler at AOPA's Weather Wise seminar at PBCC

After 30 years, and over 4000 hours as a Certified Flight Instructor (CFI) in both airplane and helicopter, Mr. Richard Engler, Aviation Safety Inspector, FSDO Pilot Examiner, overseer of all FSDO Designated Pilot Examiners (DPE) and Training Center Program Manager for CFR 142 flight training facilities, has been selected the CFI of the Year – 2004.

Richard Engler is part of an elite cadre of 1,864 CFIs within our Flight Standards District Office area; and, amongst only a special few who have been named CFI of the Year.

If you know any certificated airman that you believe should be nominated for either CFI or Mechanic of the Year, please email your nomination to: cary.mendelsohn@faa.gov. →



If you're not registered on FAASafety.gov you will not receive important aviation information.

Wright Brothers Master Aviator Award

50 years in aviation? Then you may be eligible for this award. See: <http://www.faa.gov/fsdo/dpa/FAA-FS-I-8700-2%20Master%20Pilot%20Award.pdf> for details.

Answers to Q&A

1. a, 2. a, 3. c, 4. d, 5. a, 6. d.

BLUESKIES

Faasafety.gov for free safety seminars

April 6, (Wed.) 1900 hrs.	American Flyers (PMP) 801 NE 10 th Street Beach, Pompano Beach, Fl. 33061 (954)-785-1450	“Minimizing high risk in aviation”
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May 4, (Wed.) 1900 hrs.	West Palm Beach Int'l Airport (KPBI) 1000 Palm Beach Int'l Airport West Palm Beach, Florida 33406 (561)-471-7440 3 rd Floor Conference room (Terminal Bldg.)	Pilot/Controller Forum
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May 10^h (Tues) 1900 hrs.	Ft. Lauderdale Executive Airport Authority (FXE) 6000 NW 21 st Avenue (Cypress Creek Blvd). Ft. Lauderdale, Florida 33309 (954)-828-4966	“CFI Workshop”
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June 21, (Tues) 0900 hrs.	Ft. Lauderdale Hollywood Airport (FLL) Terminal 3, FLL Airport Ft. Lauderdale, Florida 33315 (954)-359-6124	Pilot/Controller Forum

(Maps and driving directions on “faasafety.gov” Check for changes before you leave home).

April 8, 1975 Aviation Safety Reporting Program established; now known as ASRS, found in the “Files” of our web site.